

AMENDMENTS TO THE SPECIFICATION

Please amend the paragraphs starting on these lines as follows:

Page 9, line 3:

As a variant, a fourth mode of operation can be envisioned. In this fourth mode, the shaft 10 of the first machine 6 is connected to the shaft 2 of the engine 3 and the shaft 11 of the second machine 7 is connected to the shaft 4 of the wheels 5. However, this fourth mode has little interest. Indeed, the machine 6 and the machine 7 are in direct engagement with the shaft 2 of the engine 3 and the shaft 4 of the wheels 5, respectively. But this direct engagement of the machines 6 and 7 with the shafts 2 and 3 4 does not limit the power dissipated by these machines but, on the contrary, it increases it, which is not interesting from a point of view of consumption of the engine 3.

Page 12, line 24:

In this second mode of operation, the first switching device 21.1 is connected to the second gear 23 and the second switching device 21.2 is connected to the fourth gear 29. Thus, the second gear 23 is driven in rotation by the first switching device 21.1, whereas the second gear 23 first gear 22 is not driven in rotation. In addition, the fourth gear 29 is driven in rotation by the first switching device 21.1 second switching device 21.2, whereas the third gear 28 is not driven in rotation.

Page 13, line 9:

In this third mode of operation, the first switching device 21.1 is connected to the second gear 23, and the second switching device 21.2 is connected to the third gear 28. The second gear

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23 is thus driven in rotation by the first switching device 21.1, whereas the first gear 22 is not driven in rotation. In addition, the third gear 28 is driven in rotation by the second switching device ~~21.1~~ 21.2, whereas the fourth gear 29 is not driven in rotation.

Page 15, line 6:

In this second mode, when the speed of the vehicle increases, the rotation speed WB of the shaft 11 of the second machine 7 diminishes, whereas the rotation speed WA of the shaft 10 of the first machine 6 increases. On the third adaptation straight line 46, the rotation speed WB of the shaft 11 of the second machine 7 is then null, whereas the rotation speed WA of the shaft 10 of the first machine 6 can be close to its maximal speed. If the speed of the vehicle increases even more, the transmission device 1 passes into the third mode of operation.

Page 16, line 3:

Figures 4a-4c show steps in the displacement of a second switching device ~~21.1~~ 21.2. This second switching device 21.2 makes it possible for the shaft of the first machine 6 to mesh, either with the third gear 28, or with the fourth gear 29.

Page 16, line 6:

The switching device ~~21.1~~ 21.2 comprises a sliding sleeve 51 and a fork 53. The sliding sleeve 51 moves along the shaft 10 of the first machine 6, which has a rotation axis 52. The fork 53 is coupled to the sliding sleeve 51. More precisely, this fork 53 has two arms 53.1 and 53.2 which are supported on shoulders 54 and 55 of the sliding sleeve 51. This fork 53 is moved with the help of a DC current motor. A movement in rotation of this motor is controlled by the signal O3 emitted by the control device 30.